

## **Werk**

**Titel:** The United States with an excursion into Mexico

**Verlag:** Baedeker [u.a.]

**Ort:** Leipzig [u.a.]

**Jahr:** 1899

**Kollektion:** Itineraria

**Werk Id:** PPN242370497

**PURL:** <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG\_0026

**OPAC:** <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

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the city of *Brooklyn* (p. 57) lies to the right and *Jersey City* (p. 56) to the left, while *New York* lies straight ahead. *Liberty* or *Bedloe's Island*, with the colossal statue of *Liberty enlightening the World*, lies nearly in mid-channel, while *Governor's Island*, with its old fort, barracks, and military museum, lies to the right, close inshore. To the left, beyond *Bedloe's Island*, is the small *Ellis Island*, where emigrants now land and are taken care of until they can be forwarded to their final destinations (comp. p. 26). The large buildings have been re-erected since a fire in 1897. The wonderful \**Brooklyn Bridge* (p. 31), spanning the *East River* (p. 24) and connecting *New York* with *Brooklyn*, is seen to the right.

The *Statue of Liberty*, on *Bedloe's Island*, presented to the United States by the French Republic, in commemoration of the 100th anniversary of the Declaration of Independence, was designed by *Auguste Bartholdi* and erected in 1886. It is 151 ft. high (to the top of the torch), is made of copper and iron, and weighs 225 tons. The granite pedestal on which it stands, designed by *R. M. Hunt*, is 155 ft. high and was contributed by citizens of the United States. A stairway ascends inside the figure to the head, which can accommodate 40 persons and commands a magnificent \*View of *New York* and its vicinity (nearly as good from the first balcony). At night the torch is lit by electricity. Steamers run at frequent intervals to *Bedloe's Island* from the *Battery* (see p. 26; return-fare 25 c.).

As the steamer approaches her dock, in the *North (Hudson) River*, the conspicuous features in *New York* include the *Produce Exchange* (p. 26), with its square Florentine tower; the *Washington Building* (p. 27), the *Bowling Green Building* (p. 27), and many others in *Broadway* (p. 27), almost hiding the spire of *Trinity Church* (p. 28); the *St. Paul* (p. 29) and *Park Row Buildings* (p. 30); and the lofty gilded dome of the *World Building* (p. 30). Passengers are landed directly on the wharf, attend to the custom-house examination of their baggage (comp. p. xix), and then drive to their destination, either taking their trunks with them or entrusting them to one of the numerous transfer-agents or express-agents who meet the steamer (comp. p. xxii).

*New York*, see R. 2.

#### b. From Southampton to New York.

In 1893 the *Inman Line* was reconstituted as the *American Line* (*International Navigation Co.*), sailing under the American flag, and changed its starting-point from *Liverpool* to *Southampton* (3075 knots to *New York*; 6½-7½ days). Passengers are conveyed from *London* to *Southampton* (¼ hr.), where they embark at the new *Empress Dock*. *Southampton* time is 4 hrs. 54 min. ahead of that of *New York*.

*Southampton*, see *Baedeker's Great Britain*. The steamer descends *Southampton Water* and passes through the *Solent*, affording a good view of *Hurst Castle* to the right and of the *Needles* to the left (lighthouse; red flashing light). The time of the voyage is reckoned from this point. To the right lie *St. Alban's Head*, the *Bill of Portland*, and *Start Point* (white flashing light). *Eddystone Lighthouse* (one fixed and one flashing light) is seen to the right, in *Plymouth Bay*. The last point seen of the English mainland is *Lizard Head*, in

Cornwall, and the last European land sighted is the *Scilly Isles* (light-house), about 30 M. to the S.W. of the Land's End. — The rest of the voyage is similar to that described in R. 1a.

### c. From Hamburg to New York.

The EXPRESS STEAMERS of the *Hamburg-American Line* ply to New York viâ Southampton and Cherbourg ( $7\frac{1}{2}$ -8 days; from Southampton to Cherbourg, 78 M., in 5 hrs.; from Cherbourg to New York, 3027 M., in  $6\frac{1}{2}$ -7 days), and the MAIL STEAMERS run to New York direct (3505 knots, in 10-11 days).

The Express Steamers start from *Cuxhaven*, at the mouth of the Elbe, 58 M. from Hamburg, to which passengers are forwarded by special train, while the other boats start from Hamburg (see *Baedeker's Handbook to Northern Germany*) itself (wharf at the Grosse Grasbrook). At Cuxhaven, Southampton, and Cherbourg passengers embark by tenders. Passengers are carried between London and Southampton and between Paris and Cherbourg free of charge, by special trains. New York time is 4 hrs. 54 min. behind that of Southampton and 5 hrs. 35 min. behind that of Hamburg.

Leaving *Cuxhaven*, the steamer steers to the N.W., passing the three *Elbe Lightships* and affording a distant view of the red rocks of *Heligoland* to the right. Various other German, Dutch, and Belgian lights are visible. The first English lights are those of the *Galloper Lightship* and the *Goodwin Sands*, while the first part of the coast to come in sight is usually near *Dover*. Farther on we pass through the *Straits of Dover*, with the English and French coasts visible to the right and left. The steamer of the direct service keeps on her way through mid-channel, while the express-steamer hugs the English coast, passing *Dungeness*, *Beachy Head*, and various lightships. *Hastings*, between Dungeness and Beachy Head, and *Brighton*, 15 M. to the W. of the latter, are sometimes visible. In front appears the picturesque *Isle of Wight*, with *Ryde*, *Cowes*, and the towers of *Osborne*, the marine home of Queen Victoria. The steamer passes through the sheltered *Spithead Roads*, between the Isle of Wight and the mainland (with *Portsmouth* to the right), and enters *Southampton Water* (430 knots), where it generally anchors off *Calshot Castle*, to receive the British mails and passengers from *Southampton* (see *Baedeker's Great Britain*). After leaving Southampton, the steamer proceeds to Cherbourg to take on passengers from Paris and the South and the French, Continental, and Eastern mails. The remainder of the route to New York is similar to that of R. 1b. The docks of the Hamburg Co. are at *Hoboken* (p. 56), on the W. side of the *North River*, whence passengers are conveyed to New York by large ferry-steamers.

### d. From Bremen to New York.

The EXPRESS STEAMERS of the *North German Lloyd* (*Norddeutscher Lloyd*) run to *New York* (3560 knots, in 7 days) viâ *Southampton*, but others run to New York direct. The steamers start from (40 M.) *Bremerhaven*, at the mouth of the *Weser*, to which passengers are forwarded by special train. See *Baedeker's Northern Germany*. The 'Kaiser Wilhelm der Grosse' of this line holds the record for the quickest passages across the Atlantic from Southampton to New York (5 days 20 hrs.) and vice versa (5 days 17 hrs. 8 min.). New York time is  $5\frac{1}{2}$  hrs. behind that of Bremen.